

INTIMATIONS

A. S. WATSON & CO., LIMITED.



WINES & SPIRITS.

WE have to call attention to our PRICE LIST of WINES and SPIRITS as below—
As these are all selected and bought first hand by our London House we are, in our opinion, able to supply the best qualities at moderate prices.

PORT.

(For Invalids and General Use.)

	Case.	Per Doz.
B VINTAGE, superior quality, Black Seal	\$14.40	\$1.20
C VINTAGE, superior quality, Black Seal	16.20	1.35
D VINTAGE, superior quality, Black Seal	20.40	1.70

SHERRY.

	Case.	Per Doz.
B SUPERIOR PALE DRY, dinner wine, Green Seal	\$10.80	\$0.90
C MANANILLA, PALE NATURAL, SHERRY, White Seal	12.00	1.00
CC SUPERIOR OLD DRY, NATURAL SHERRY, Red Seal	12.00	1.00
D VINTAGE, superior quality, Black Seal	14.40	1.20
E EXTRA SUPERIOR OLD PALE DRY, very superior quality, Black Seal	20.40	1.70

CLARET.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$6.96	\$0.58
C ST. JULIEN, Red Cap.	9.00	0.75
D LA ROSE, Red Cap.	13.92	1.10
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

HOOG.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

BRANDY.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

WHISKY.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

AMERICAN.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

GIN.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

RUM.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

LIQUEURS.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

AERATED WATERS.

	Case.	Per Doz.
B ST. ESTEPHE, Red Cap.	\$12.00	\$1.00
C ST. JULIEN, Red Cap.	14.00	1.20
D LA ROSE, Red Cap.	18.00	1.60
E SAINT FOI, Red Cap.	7.20	0.60
F CHATEAU, Red Cap.	9.60	0.80
G CHATEAU, Red Cap.	13.20	1.10
H CHATEAU, Red Cap.	18.60	1.60
I CHATEAU, Red Cap.	21.00	1.80

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 11th August, 1897.

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMENTERY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. (1897)

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, CORREA, INDIA, STRAITS, NETHERLANDS, INDIA, SLAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE YEAR 1897.

THE THIRTY-FIFTH ANNUAL ISSUE, which will be, as hitherto, more full and accurate than its predecessors.

Royal Ontario, Complete with Maps and Plans, pp. 1240, 37. Directory only, pp. 872, \$3.50.

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1897.

We recently referred to the desirability of appointing a British Consul to Vladivostok in order that British trade might be kept officially informed of the remarkable development of Siberia in progress.

From the other side of Russia comes a consular complaint of the apathy and indifference of British merchants in pushing trade in that country. We refer to the report of Her Majesty's Consul at Warsaw, a summary of which may be found in the *Board of Trade Journal* received by the last mail.

The report in its summarized form is well worth reproduction:—

"H.M. Consul at Warsaw, in a despatch to the Foreign Office, dated July 22nd last, reports the opening at Warsaw of a new factory for the canning of iron goods for household use, the director being a Belgian, the manager a Frenchman. The capital of the company is £75,000 in 5,000 shares of £15 each; these have been subscribed in Belgium. There are also being started in the district of Warsaw at the present time the first electrical works, with a capital of £200,000, most of which is in German hands, the technical engineer being also a German. One of the largest German firms of aniline dyes has just obtained a concession for opening in Russia. New cotton works, with a capital of £200,000, have just been started at Lodz, the centre of the cotton and wool industry in the Warsaw district. The capital is divided into 4,000 shares of £50 each, which have been taken up by Germans already. At Lodz, chemical works have been started by Belgians, with a capital of £80,000 in shares of £25 each, five out of the seven managers being either Belgians or Frenchmen. Belgians, French, and Germans have, the Consul states, almost a monopoly of commercial enterprise in Russia. There would appear to be no difficulty in obtaining capital in these countries, and especially in Belgium, for any really sound enterprise in Russia, but it appears to be so difficult to draw British capital to Russia as it is to induce British manufacturers to do business in a way to suit the local market. During the last six years 200,000,000 francs of Belgian capital have been invested in Russia, on much of which (for instance, the iron works at Ekaterinoslav, which were offered to and refused by an English syndicate) they are getting 40 per cent interest. Russia is a country only partially developed in every way, and requiring foreign help for a long time to come to complete her development. That foreign help she is prepared to pay well for, and it appears a great pity that Great Britain should stand back and let other countries do the work and take the profits.

"Before the expansion and development of British colonies, the overflow from England of British capital and enterprise was forced to find an outlet in foreign countries, but now that it can find room for itself in the colonies, where business is done in an English way in the English language, it is not so keen about foreign trade with its special local requirements. Moreover, at the period referred to, foreigners had no other country to which to apply, as Great Britain alone had spare capital to help in the development of another country, as well as perfected manufactures with which no other country could compete. Foreigners were, therefore, obliged to apply to England and to obtain British capital and goods on whatever terms British merchants chose to ask. Now, however, the old order has changed; French, Germans, and Belgians offer capital and goods on terms more favourable than Englishmen find it worth while to accept, whilst the British appetite for foreign trade is spoiled by the field offered by the colonies. All the same it is a pity to deliberately throw away so fair a field for enterprise as Russia will be for many years to come. It is to be hoped that there is still to be found in England the old spirit of enterprise which founded that English company in Russia some 800 years ago, which, under the name of 'The Russia Company' and 'The English Factory,' had for so long a monopoly of foreign trade with Russia.

"The Consul concludes as follows:—We cannot now make sure of getting, as of old, 80 or 90 per cent. on our own terms, but there is plenty of room for capital in business which would give a safe 10 to 20 per cent., and there is room also for imported goods if we care to manufacture them to suit our buyers, and to sell them on terms as favourable as those offered by other nations. Many British firms, when told that to do business in Russia 4 or 6 or even 8 months' credit must be given, reply, 'Oh! we are not money-lenders.' But this is not money-lending; it is the way in which business in this country is done."

Whether the Consul's explanation of the decline of British trade with Russia be the correct one or not, the fact remains that the trade of that field has been allowed to fall into the hands of our commercial rivals, and there seems every prospect, unfortunately of the rapidly expanding trade of Siberia, going to the same way.

The lack of developing the resources of the

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMENTERY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. (1897)

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, CORREA, INDIA, STRAITS, NETHERLANDS, INDIA, SLAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE YEAR 1897.

THE THIRTY-FIFTH ANNUAL ISSUE, which will be, as hitherto, more full and accurate than its predecessors.

Royal Ontario, Complete with Maps and Plans, pp. 1240, 37. Directory only, pp. 872, \$3.50.

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1897.

We recently referred to the desirability of appointing a British Consul to Vladivostok in order that British trade might be kept officially informed of the remarkable development of Siberia in progress.

From the other side of Russia comes a consular complaint of the apathy and indifference of British merchants in pushing trade in that country. We refer to the report of Her Majesty's Consul at Warsaw, a summary of which may be found in the *Board of Trade Journal* received by the last mail.

The report in its summarized form is well worth reproduction:—

"H.M. Consul at Warsaw, in a despatch to the Foreign Office, dated July 22nd last, reports the opening at Warsaw of a new factory for the canning of iron goods for household use, the director being a Belgian, the manager a Frenchman. The capital of the company is £75,000 in 5,000 shares of £15 each; these have been subscribed in Belgium. There are also being started in the district of Warsaw at the present time the first electrical works, with a capital of £200,000, most of which is in German hands, the technical engineer being also a German. One of the largest German firms of aniline dyes has just obtained a concession for opening in Russia. New cotton works, with a capital of £200,000, have just been started at Lodz, the centre of the cotton and wool industry in the Warsaw district. The capital is divided into 4,000 shares of £50 each, which have been taken up by Germans already. At Lodz, chemical works have been started by Belgians, with a capital of £80,000 in shares of £25 each, five out of the seven managers being either Belgians or Frenchmen. Belgians, French, and Germans have, the Consul states, almost a monopoly of commercial enterprise in Russia. There would appear to be no difficulty in obtaining capital in these countries, and especially in Belgium, for any really sound enterprise in Russia, but it appears to be so difficult to draw British capital to Russia as it is to induce British manufacturers to do business in a way to suit the local market. During the last six years 200,000,000 francs of Belgian capital have been invested in Russia, on much of which (for instance, the iron works at Ekaterinoslav, which were offered to and refused by an English syndicate) they are getting 40 per cent interest. Russia is a country only partially developed in every way, and requiring foreign help for a long time to come to complete her development. That foreign help she is prepared to pay well for, and it appears a great pity that Great Britain should stand back and let other countries do the work and take the profits.

"Before the expansion and development of British colonies, the overflow from England of British capital and enterprise was forced to find an outlet in foreign countries, but now that it can find room for itself in the colonies, where business is done in an English way in the English language, it is not so keen about foreign trade with its special local requirements. Moreover, at the period referred to, foreigners had no other country to which to apply, as Great Britain alone had spare capital to help in the development of another country, as well as perfected manufactures with which no other country could compete. Foreigners were, therefore, obliged to apply to England and to obtain British capital and goods on whatever terms British merchants chose to ask. Now, however, the old order has changed; French, Germans, and Belgians offer capital and goods on terms more favourable than Englishmen find it worth while to accept, whilst the British appetite for foreign trade is spoiled by the field offered by the colonies. All the same it is a pity to deliberately throw away so fair a field for enterprise as Russia will be for many years to come. It is to be hoped that there is still to be found in England the old spirit of enterprise which founded that English company in Russia some 800 years ago, which, under the name of 'The Russia Company' and 'The English Factory,' had for so long a monopoly of foreign trade with Russia.

"The Consul concludes as follows:—We cannot now make sure of getting, as of old, 80 or 90 per cent. on our own terms, but there is plenty of room for capital in business which would give a safe 10 to 20 per cent., and there is room also for imported goods if we care to manufacture them to suit our buyers, and to sell them on terms as favourable as those offered by other nations. Many British firms, when told that to do business in Russia 4 or 6 or even 8 months' credit must be given, reply, 'Oh! we are not money-lenders.' But this is not money-lending; it is the way in which business in this country is done."

Whether the Consul's explanation of the decline of British trade with Russia be the correct one or not, the fact remains that the trade of that field has been allowed to fall into the hands of our commercial rivals, and there seems every prospect, unfortunately of the rapidly expanding trade of Siberia, going to the same way.

The lack of developing the resources of the

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMENTERY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. (1897)

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, CORREA, INDIA, STRAITS, NETHERLANDS, INDIA, SLAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE YEAR 1897.

THE THIRTY-FIFTH ANNUAL ISSUE, which will be, as hitherto, more full and accurate than its predecessors.

Royal Ontario, Complete with Maps and Plans, pp. 1240, 37. Directory only, pp. 872, \$3.50.

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1897.

We recently referred to the desirability of appointing a British Consul to Vladivostok in order that British trade might be kept officially informed of the remarkable development of Siberia in progress.

From the other side of Russia comes a consular complaint of the apathy and indifference of British merchants in pushing trade in that country. We refer to the report of Her Majesty's Consul at Warsaw, a summary of which may be found in the *Board of Trade Journal* received by the last mail.

The report in its summarized form is well worth reproduction:—

"H.M. Consul at Warsaw, in a despatch to the Foreign Office, dated July 22nd last, reports the opening at Warsaw of a new factory for the canning of iron goods for household use, the director being a Belgian, the manager a Frenchman. The capital of the company is £75,000 in 5,000 shares of £15 each; these have been subscribed in Belgium. There are also being started in the district of Warsaw at the present time the first electrical works, with a capital of £200,000, most of which is in German hands, the technical engineer being also a German. One of the largest German firms of aniline dyes has just obtained a concession for opening in Russia. New cotton works, with a capital of £200,000, have just been started at Lodz, the centre of the cotton and wool industry in the Warsaw district. The capital is divided into 4,000 shares of £50 each, which have been taken up by Germans already. At Lodz, chemical works have been started by Belgians, with a capital of £80,000 in shares of £25 each, five out of the seven managers being either Belgians or Frenchmen. Belgians, French, and Germans have, the Consul states, almost a monopoly of commercial enterprise in Russia. There would appear to be no difficulty in obtaining capital in these countries, and especially in Belgium, for any really sound enterprise in Russia, but it appears to be so difficult to draw British capital to Russia as it is to induce British manufacturers to do business in a way to suit the local market. During the last six years 200,000,000 francs of Belgian capital have been invested in Russia, on much of which (for instance, the iron works at Ekaterinoslav, which were offered to and refused by an English syndicate) they are getting 40 per cent interest. Russia is a country only partially developed in every way, and requiring foreign help for a long time to come to complete her development. That foreign help she is prepared to pay well for, and it appears a great pity that Great Britain should stand back and let other countries do the work and take the profits.

"Before the expansion and development of British colonies, the overflow from England of British capital and enterprise was forced to find an outlet in foreign countries, but now that it can find room for itself in the colonies, where business is done in an English way in the English language, it is not so keen about foreign trade with its special local requirements. Moreover, at the period referred to, foreigners had no other country to which to apply, as Great Britain alone had spare capital to help in the development of another country, as well as perfected manufactures with which no other country could compete. Foreigners were, therefore, obliged to apply to England and to obtain British capital and goods on whatever terms British merchants chose to ask. Now, however, the old order has changed; French, Germans, and Belgians offer capital and goods on terms more favourable than Englishmen find it worth while to accept, whilst the British appetite for foreign trade is spoiled by the field offered by the colonies. All the same it is a pity to deliberately throw away so fair a field for enterprise as Russia will be for many years to come. It is to be hoped that there is still to be found in England the old spirit of enterprise which founded that English company in Russia some 800 years ago, which, under the name of 'The Russia Company' and 'The English Factory,' had for so long a monopoly of foreign trade with Russia.

"The Consul concludes as follows:—We cannot now make sure of getting, as of old, 80 or 90 per cent. on our own terms, but there is plenty of room for capital in business which would give a safe 10 to 20 per cent., and there is room also for imported goods if we care to manufacture them to suit our buyers, and to sell them on terms as favourable as those offered by other nations. Many British firms, when told that to do business in Russia 4 or 6 or even 8 months' credit must be given, reply, 'Oh! we are not money-lenders.' But this is not money-lending; it is the way in which business in this country is done."

Whether the Consul's explanation of the decline of British trade with Russia be the correct one or not, the fact remains that the trade of that field has been allowed to fall into the hands of our commercial rivals, and there seems every prospect, unfortunately of the rapidly expanding trade of Siberia, going to the same way.

The lack of developing the resources of the

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMENTERY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. (1897)

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, CORREA, INDIA, STRAITS, NETHERLANDS, INDIA, SLAM, PHILIPPINES, BORNEO, &c., &c., WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY.

THE HONGKONG DIRECTORY AND HONG LIST FOR THE YEAR 1897.

THE THIRTY-FIFTH ANNUAL ISSUE, which will be, as hitherto, more full and accurate than its predecessors.

Royal Ontario, Complete with Maps and Plans, pp. 1240, 37. Directory only, pp. 872, \$3.50.

The Daily Press.

HONGKONG, SEPTEMBER 21st, 1897.

We recently referred to the desirability of appointing a British Consul to Vladivostok in order that British trade might be kept officially informed of the remarkable development of Siberia in progress.

From the other side of Russia comes a consular complaint of the apathy and indifference of British merchants in pushing trade in that country. We refer to the report of Her Majesty's Consul at Warsaw, a summary of which may be found in the *Board of Trade Journal* received by the last mail.

The report in its summarized form is well worth reproduction:—

"H.M. Consul at Warsaw, in a despatch to the Foreign Office, dated July 22nd last, reports the opening at Warsaw of a new factory for the canning of iron goods for household use, the director being a Belgian, the manager a Frenchman. The capital of the company is £75,000 in 5,000 shares of £15 each; these have been subscribed in Belgium. There are also being started in the district of Warsaw at the present time the first electrical works, with a capital of £200,000, most of which is in German hands, the technical engineer being also a German. One of the largest German firms of aniline dyes has just obtained a concession for opening in Russia. New cotton works, with a capital of £200,000, have just been started at Lodz, the centre of the cotton and wool industry in the Warsaw district. The capital is divided into 4,000 shares of £50 each, which have been taken up by Germans already. At Lodz, chemical works have been started by Belgians, with a capital of £80,000 in shares of £25 each, five out of the seven managers being either Belgians or Frenchmen. Belgians, French, and Germans have, the Consul states, almost a monopoly of commercial enterprise in Russia. There would appear to be no difficulty in obtaining capital in these countries, and especially in Belgium, for any really sound enterprise in Russia, but it appears to be so difficult to draw British capital to Russia as it is to induce British manufacturers to do business in a way to suit the local market. During the last six years 200,000,000 francs of Belgian capital have been invested in Russia, on much of which (for instance, the iron works at Ekaterinoslav, which were offered to and refused by an English syndicate) they are getting 40 per cent interest. Russia is a country only partially developed in every way, and requiring foreign help for a long time to come to complete her development. That foreign help she is prepared to pay well for, and it appears a great pity that Great Britain should stand back and let other countries do the work and take the profits.

"Before the expansion and development of British colonies, the overflow from England of British capital and enterprise was forced to find an outlet in foreign countries, but now that it can find room for itself in the colonies, where business is done in an English way in the English language, it is not so keen about foreign trade with its special local requirements. Moreover, at the period referred to, foreigners had no other country to which to apply, as Great Britain alone had spare capital to help in

THE AMERICAN MAIL.
The P. M. steamer Fern, with the Americ

of the 24th instant; left Yokohama on the 15th instant and may be expected here on about Thursday, the 22d instant.

THE O. & C. steamer *Ogigi*, with Captain J. H. Williams, master, leaves Yokohama on Tuesday, the 21st instant, and may be expected here on or about Wednesday, the 23d instant.

THE HAWAIIAN MAIL.
The C. P. & B. steamer *Empress of China*, left Vancouver for Yokohama on Monday, the 18th instant.

THE GERMAN MAIL.
The N. P. & B. steamer *Frederick*, with Captain German, under the 23rd instant, left Singapore on Sunday, the 19th instant, at 9 a.m., and may be expected here on or about Friday, the 24th instant.

RECEIPT SHIPMENTS.
The P. & B. steamer *Sacramento*, left Singapore for this port on the 16th inst. at 3 p.m.

The B. & P. steamer, *Columbia*, sailed from Shanghai, Wn. for this port via Japan's route, on the 5th instant.

The P. & B. steamer *Albatross*, arrived at Yokohama from Tsingtau on the 23rd inst.

The C. Mutual steamer *Amstel*, from Glasgow and Liverpool, passed the Canal or the 18th instant, and may be considered due at Singapore on or about the 21st instant.

The C. Mutual steamer *Daya*, from Swatow and Liverpool, left Singapore for this port on the 15th instant, and may be expected here on or about the 21st inst.

T. H. M. W. H. M. W. H. M. W.

The Australian Line steamer *Albatross* is expected to arrive here on the 21st instant.

The C. N. Co.'s steamer *Changsha* left for Darwin on the 14th instant, and is expected to arrive here on the 23rd instant.

The N. G. I. steamer *Bormida*, left Borneo for this port on the 10th instant, and is expected to arrive on the 27th instant.

The O. Mutual Co.'s steamer *Hyon*, from Singapore, Glasgow, and Liverpool, passed the Canal on the 15th instant, and may be considered due at Singapore on or about the 20th prox.

TABLED THE CANAL.

OUTWARD.—24th August.—27th August.—*Ettrickdale*, 9th August.—*Gerda*, 10th August.—*Bennah*, 10th August.—*senus*, *Mendana*, *Indrani*, 23d September.—*Mernothshire*, *Alga*, *Cyrus*, *Pallades*, 7th Sept.—*Sunda*, *Xarvynale*, 10th Sept.—*Oceana*, *Surpeton*, *Ferrisale*, 14th Sept.—*Egdon*, 14th Sept.—*Alga*, 15th Sept.—*Doile Rickmers*, *Indrapura*, *Wally*, 16th Sept.—*Homeward*, 17th September.—*Polypheon*, 18th Sept.

POST-OFFICE NOTICES.

A MAIL WALK CLOSE.

For Singapore, Samarang and Sourabaya—*Per Amara*, to-day, the 21st instant, at 11.30 A.M.
For Singapore, *Per Bangkok*, to-day, the 21st instant, at 11.50 A.M.
For Swatow, Amoy and Foochow—*Haiton*, to-day, the 21st instant, at 11.30 A.M.
For Shanghai—*Per Kwangteik*, to-day, the 21st instant, at 2.30 P.M.
For Saigon, *Per Vietnam*, to-day, the 21st instant, at 2.30 P.M.
For Port Darwin, Thursday Island, Cochin, Townsville, Brisbane, Sydney and Melbourne—*Per Taiyang*, to-day, the 21st instant, at 3.30 P.M.
For Shanghai—*Per Lyonsen*, to-day, the 21st instant, at 3.30 P.M.
For Tientsin and Chefoo—*Per Skid*, to-day, the 21st instant, at 4.30 P.M.
For Yokohama, and *Per Osaka*, *Per Ceres*, to-day, the 21st instant, at 4.30 P.M.
For Kobe—*Per Fukuju*, to-day, the 21st instant, at 4.30 P.M.

For Wuchow.—Per *Wingtung*, to-day.
21st instant, at 5.00 p.m.

For Kobe and Yokohama.—Per *Hickmores*, to-day, the 21st instant, at 5.50 p. m.
For Singapore and Colombo.—Per *Moon* to-day, the 21st instant, at 5.50 p. m.
For Moji, Kobe, Yokohama and Portland.—Per *Brennar*, to-morrow, the 22nd instant, at 11.30 a. m.
For Swatow, Shanghai, Chefoo, and Hongkong.—Per *Canton*, to-morrow, the 22nd instant, at 3.30 p. m.
For Manila.—Per *Emerald*, to-morrow, the 22nd instant, at 4.30 p. m.
For Nagasaki, Kobe and Yokohama.—Per *Ancon*, on Friday, the 24th instant, at 11.30 a. m.

MAILS BY THE UNITED STATES MAIL.
14.00 a. m. Register closes.
The United States Mail Packet *Belgian*, despatched on TUESDAY, the 21st inst, with mails for Shanghai, Japan, San Francisco, the United States, and Honolulu, *Peru*, which will be closed at 12.00 p. m.
10.00 a. m. Register closes.
11.45 a. m. Post Office closes, but Correspondence may be posted on board the *Puckett*, and the *Belgian* extra Postage until the day of departure.

AMERICAN SYSTEM
OF

DENTISTRY

No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KBW
(LATE OF FOOTE & NISBET).
Hongkong, 19th July, 1897.

NOTICE

SUN SING LOONG (新勝隆)
I have always for SALE a fine as-
sessment of the new season's selected
SERVED GINGER and SWEETENED
of their well-known Manufacture
Largest Office HONGKONG, No. 3, Sa-
Lamb, West Point.
Branch Office: HONAN, CHAU CHOW, TING
Manager
Hongkong, 30th April 1897.

DAVID COESAR & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX CAN
ELECTRIC CROWN
TARPAILING
ARNHOLD, KARBURG &
Sole Agents
2805/

MITSUBI BISSAN KAISEI
No. 8, ICE HOUSE STREET, PRATA CEN
Head Office—TOKIO.
Branch Offices—LONDON, NEW YORK,
PANAMA, SINGAPORE, SHANGHAI,
Tientsin, NEWCASTLE, and all Ports

JAPAN,
AGENCIES:—
Mitsui Coal Mines.

Ohnoku Coal Mines.
Kanzada Coal Mines.
The Miike Cotton Spinning Mill.
Tokyo Marine Insurance Co. Limited.
Meiji Fire Insurance Co. Limited.
Imperial Government Paper
Cotton Cleaning and Working
Shanghai.
Onoda Cement Company, Japan.
Kazegatuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.
Hongkong 4th August, 1897.

TO SHIPMASTERS.

ENQUIRE where your **FRESH WATER** is obtained by the Water Boats, as **WATER** in the course of much **Rickshaws** and **Slips**.

We are the **ONLY WATER BOAT CO.** in **HONGKONG EXCLUSIVELY** and **FILTERED WATER**.

CALL FLAG W.

J. W. KEW & CO.
STEAM WATER BOAT CO.
Hongkong, 9th October, 1895

NOT RESPONSIBLE FOR DET

Neither the CAPTAINS, the AGENTS, OWNERS, nor the SHIPPERS, are RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their Hongkong Harbour—
 ANNEB COBURN, Amer. ship, Nishkonah and On Ch.
 ASATON, Brit. sh., Rowland—Shawman & Co.
 BRAEMAN, Brit. sh., E. Porter—M. Ouchil & Co.
 MORVEN, Brit. sh., Ellis—Melchers & Co.

Figure 1. The effect of the concentration of the *Agaricus bisporus* spores on the growth of *Agaricus bisporus* on the substrate.

NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION CO. LIMITED
NOTICE TO CONSIGNEES
FROM SINGAPORE, LONDON, AND
THE COMPANY'S STEAMSHIP
"OOLONG"
Having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.
No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon on the 21st inst., or they will not be recognized.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 21st inst., at 3 p.m.
No fire insurance has been effected, and any goods remaining in the Godowns after the 21st inst. will be subject to rent.
Bills of Lading will be countersigned by HOLLAND, WISE & CO., Agents.
Hongkong, 14th September, 1897. [2119]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
"REDCUP"
are hereby notified that the Cargo is being discharged into Cnft, and/or landed at the Godowns of the Undersigned; in both cases it is at Consignee's risk. The Cargo will be ready for delivery from Cnft or Godown on and after the 17th inst.
Goods undelivered after the 24th inst. will be subject to rent. All damaged goods must be left in the Godowns, where they will be examined at 11 a.m. on the 14th inst.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 15th September, 1897. [2133]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship
"GEBEL"
Captain Fock, having arrived from the above ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless advised to the contrary before 3 p.m. To-day.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst.
No fire insurance has been effected.
SIEMSEN & CO., Agents.
Hongkong, 17th September, 1897. [2145]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"MIRZAPUR"
FROM BOMBAY, COLOMBO, AND STRAITS
Consignees of Cargo on the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo—
From London, &c., ex ss. Oceana and Scotia.
From Australia, ex ss. Valda.
From Persia Gulf, ex ss. Mervat, Parvita, and Asperita.
From Malacca, ex ss. Lavada.
Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. To-day.
Goods not cleared by the 24th inst. at 4 p.m. will be subject to rent.
No fire insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and consignment of damaged goods obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
H. A. RITCHIE, Superintendent.
Hongkong, 18th September, 1897. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"REINDIST"
FROM BOMBAY AND STRAITS
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 25th inst. at 4 p.m. will be subject to rent.
No fire insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and consignment of damaged goods obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
H. A. RITCHIE, Superintendent.
Hongkong, 19th September, 1897. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARABATON APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.
Cargo impeding the discharge of remaining on board after 4 p.m. of the 22nd inst. will be landed at Consignee's risk and expense into the Godowns of the Undersigned, and consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.
Such cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.
No fire insurance will be effected.
Bills of Lading will be countersigned by DAVID SASSON, SONS & CO., Agents.
Hongkong, 19th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY, AND POOCHOW.
THE Company's Steamship
"HAIKANG"
Captain Roach, will be despatched for the above ports TO-DAY, the 21st inst., at Noon.
For Freight or Passage, apply to DOUGLAS LAFFRANK & CO., Agents.
Hongkong, 20th September, 1897. [2161]

VESSLS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND, PORTS SYDNEY AND MELBOURNE.
THE Company's Steamship
"TAIYUAN"
Captain Nelson, will be despatched TO-DAY, the 21st inst., at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the Eastern and Australian S. S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th September, 1897. [1889]

MOGUL-WARRACK-MILBURN LINE.

THE Steamship
"PATHAN"
will be despatched as above TO-MORROW, the 22nd inst.
S.S. "ENERGIA" sail about 7th Oct. 1897.
S.S. "MACDUFF" do. 21st Oct. 1897.
S.S. "ROMANTY" do. 20th Nov. 1897.
S.S. "SIR" do. 10th Dec. 1897.
For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.
Hongkong, 21st September, 1897. [2054]

NORTHERN PACIFIC STEAMSHIP COMPANY.

OREGON RAILROAD AND NAVIGATION COMPANY.
FOR PORTLAND, OREGON.
Proposed Sailings from Hongkong.
(Subject to Alteration.)
BRAMAR [3601] Wednesday 22 Sept.
MOGUL [3654] Tuesday 12 Oct.
[3654] Tuesday 16 Nov.
[3654] Tuesday 16 Nov.
THE Steamship
"BRAEMAR"
Captain E. Packer, sailing at Noon on WEDNESDAY 22nd September, will proceed to PORTLAND, OREGON, via MOJI, KOBE, and YOKOHAMA.
Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in Quadruplicate, and one Copy must be sent forward by the steamer to the care of the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon.
Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.
For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.
Hongkong, 20th September, 1897. [2083]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR GENOA AND LONDON VIA STRAITS AND COLOMBO.
(Taking Cargo at through rates for Liverpool, Glasgow, Continental Ports, River Plate, &c.)
THE Company's Steamship
"KINGCHOW"
Captain W. H. Cross, will be despatched as above TO-MORROW, the 22nd inst., at 5 p.m.
To be shortly followed by S.S. "OOPACK" and "GANFA."
For Freight, &c., apply to HOLLAND, WISE & CO., Agents.
Hongkong, 20th September, 1897. [1982]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE (OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.)
VIA INLAND SEA OF JAPAN AND HONOLULU.
Proposed Sailings from Hongkong.
Belgia (via Shanghai, Nagasaki, Kobe, Japan Sea, Yokohama, and Honolulu) TUESDAY, Sept. 21, 1897, at Noon.
Corro (via Shanghai, Nagasaki, Kobe, Japan Sea, Yokohama, and Honolulu) SATURDAY, Oct. 9, 1897, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Japan Sea, Yokohama, and Honolulu) THURSDAY, Oct. 23, 1897, at Noon.
THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 21st September, 1897, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.
Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to Government Officials and their families.
Passengers who have paid full fare to embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCELS PACKAGES should be marked to address in full, and some will be received at the Company's Office until Five p.m. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States must be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN Agent.
Hongkong, 21st September, 1897. [14]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"PANTOCLOS"
Captain Dickson, will be despatched as above TO-MORROW, the 22nd inst., at Noon.
For Freight, &c., apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st September, 1897. [1892]

VESSLS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	CAPTAIN	FOR
LONDON	Shanghai	Brit. str.	Riacho	P.
LONDON	Yokohama	Brit. str.	Leigh	P.
LONDON	Yokohama	Brit. str.	Butterfield & Swire	P.
LONDON	Yokohama	Brit. str.	Duncan	P.
LONDON	Yokohama	Brit. str.	Jones	P.
LONDON	Yokohama	Brit. str.	Nierlich	P.
LONDON	Yokohama	Brit. str.	Flaudin	P.
LONDON	Yokohama	Brit. str.	Loe, & N. K.	P.
LONDON	Yokohama	Brit. str.	Doer	P.
LONDON	Yokohama	Brit. str.	Porter	P.
LONDON	Yokohama	Brit. str.	Dojady	P.
LONDON	Yokohama	Brit. str.	O.	P.
LONDON	Yokohama	Brit. str.	Wald	P.
LONDON	Yokohama	Brit. str.	Hammon	P.
LONDON	Yokohama	Brit. str.	McArthur	P.
LONDON	Yokohama	Brit. str.	Wright, R.N.B.	P.
LONDON	Yokohama	Brit. str.	Orlean	P.
LONDON	Yokohama	Brit. str.	Nannas	P.
LONDON	Yokohama	Brit. str.	Waldius, R.N.B.	P.
LONDON	Yokohama	Brit. str.	Olsen	P.
LONDON	Yokohama	Brit. str.	Wright, R.N.B.	P.
LONDON	Yokohama	Brit. str.	Mudin	P.
LONDON	Yokohama	Brit. str.	Blesker	P.
LONDON	Yokohama	Brit. str.	Andrews	P.
LONDON	Yokohama	Brit. str.	Going	P.
LONDON	Yokohama	Brit. str.	Teuneman	P.
LONDON	Yokohama	Brit. str.	Nierlich	P.
LONDON	Yokohama	Brit. str.	Rosch	P.
LONDON	Yokohama	Brit. str.	Taylor	P.